



# THE SUMPTER MINER

## GEISER MAY RE-OPEN BONANZA

Will the famous old Bonanza mine be reopened and made to yield its abundant wealth once again? The air is full of flying rumors to that effect. The man who could satisfy the public curiosity—the only man in Oregon with authority to do so—refuses to talk for publication. This man is Albert Geiser ("Lucky Al"), one-time owner of the Bonanza, who sold out to Standard Oil people for a cool half-million. Mr. Geiser passed through Sumpter this morning, on his way to the property.

In conversation with a Miner reporter, Mr. Geiser said: "You see, I've got to make a bluff at earning my salary, so I'm going out to the mine to see if the shaft-water is still wet and determine whether or not spring 'has come.'"

As related in The Miner recently, Mr. Geiser has sold all of his interests in the Geiser-Hendryx Investment company, of Sumpter, and has been retained under what is said to be a princely salary, by the Pittsburgh owners of the Bonanza mine, to look out for their western mining interests, which are scattered from Swill Hollow to Chihuabua. These Pittsburghers are Standard Oil stockholders, with money to burn, who steadfastly refuse to start a fire for that purpose. They have undoubtedly decided to enter the western gold mining business on a large scale, as rumors come from Baker City that the head of the Standard Oil system, Henry H. Rogers, of New York, has redeemed the Cornucopia mine and is now dickering for the Iron Dyke. Recently the "system," as Frenzied Finance Lawson delights to call the Standard Oil company, requested Mr. Geiser to examine the Bonanza and render a report thereon. It is to accomplish this mission that Mr. Geiser went to the mine this morning. Speaking seriously to The Miner reporter, he said that he was actually in the dark as to the plans of his principals, with relation to the Bonanza.

For many years the Bonanza mine, both under the old Geiser ownership, and later under the Standard Oil regime, occupied an exalted position among western gold producers. During five years of its operation, from 1897 to 1902, it is credited with having yielded a monthly aver-

age of \$40,000 in gold bullion, produced from the operation of 40 stamps. The unprecedented output of \$102,000 was reached during one halcyon month. The mill closed down in the fall of 1902, while General Manager Thatcher concentrated his forces upon the installation of one of the finest deep-sinking plants in the northwest, costing approximately \$150,000, and capable of operating to a depth of 2500 feet. A three compartment shaft was sunk to the 1200-foot level, with crosscuts to the vein at various stations. As each level was reached reports became current of immensely rich ore being encountered. Particularly at the 800 it was said that a magnificent ore shoot had been entered. The management neither confirmed nor denied these reports. However, a general suspension of operations was ordered last year, and the mine has been closed down ever since. Various explanations were offered to account for the company's policy, including the hypothesis that an attempt was being made to acquire adjoining claims through "bearing" the camp by closing down the biggest mine in that region.

Whatever the cause of the Bonanza shut down, it now appears probable that resumption will be ordered in the near future. It is conceded by the knowing that with Al Geiser at the managerial helm, the Bonanza can again be made one of the biggest mines in Oregon.

### Reorganizing the New York.

Secretary L. Y. Keady, of the New York mine in the Greenhorn district, announces to the stockholders the reorganization of that company on a new basis, and the opening of the property this summer for enlarged development with new capital. The stock will be put on a business basis and handled exclusively in the interests of the owners of the property.—Democrat.

### Mineral Smelter Busy.

Mining and smelting continues unabated since the "blowing in" of the Ladd Metal company's smelter at Mineral, Idaho, after extensive repairs thereon. Additional teams will soon be put on the road hauling coke and matte.

## LAWSON BOOMS WESTERN MINES

"Thomas Lawson, of Boston, is doing more good work in the interest of western gold mines than any other one man in America," says E. F. Warner, one of the hustling, rustling members of the Killen, Warner, Stewart company. Mr. Warner arrived in Sumpter this morning direct from the Milwaukee office of the K. W. S. Co. He was accompanied by Chief Consulting Engineer Nicholson, who was picked up en route at Denver, and by S. D. Foss, of Chicago. The latter is a heavy stockholder in the Standard mine, at Quartzburg, of that now famous multi-metalled property which has been so successfully promoted and which is being so scientifically operated by the K. W. S. Co.

David L. Killen, the senior member of the firm, and the king-bee rustler of this camp, accompanied the party from Chicago to Baker City, but went through to Portland, aiming to return some time next week to Sumpter.

Pending his arrival, Mr. Warner has nothing of a very definite nature to say for publication regarding the plans of his company, which, beside handling the Standard, Oregon, Monarch, Black Jack and various other big mines in this camp, is promoting the Sumpter-Bourne railway.

"You may say," announced Mr. Warner to a Miner man this morning, "that the Sumpter-Bourne railway proposition is in good shape for consummation. It, of course, largely rests with the people of Sumpter whether or not the road will be built. However, I have every reason to hope and believe that Sumpter do the right thing, when the proper time comes."

Continuing along the lines indicated in the opening of this article, Mr. Warner said:

"There is plenty of money in the east for investment in western mines—more than there ever was before. I attribute this fact to the general prosperity throughout this country and to the work being done by Thomas Lawson, in his 'Frenzied Finance' exposures. Investors have been frightened away from eastern bucket shops, from Chicago, New York and Boston stock exchanges and any investment which savors of Wall street methods of finance being exposed by Mr. Lawson is promptly tabooed by the general public.

Heretofore life insurance has been considered a good field for investment in its various forms. Lawson has punctured that bubble by showing how life insurance funds are handled. Industrial investments have been long considered the most safe and conservative. Lawson has pointed out the trust evil, which, in its operation, works a tremendous hardship on the 'little fellows' who are eternally in danger of either being forced into bankruptcy by big combines or gobbled up thereby. Thus the eyes of eastern people are turning from Wall street to the great west where frenzied finance methods do not obtain and where gold mining which comes into competition with nothing or no one, above or below ground, is asserting its rightful place in economics, which is at the top of the list of safe, sound, conservative, and sure forms of investments.

"I look for a period of unparalleled prosperity in western mining districts. And Oregon will come in for the lion's share of this prosperity by reason of the world-wide advertisement to be given this state by the Lewis and Clark fair. The expectation is bound to be a big one and hundreds of thousands of easterners will come as visitors and go away as investors."

### New Schedule to Interior.

A new schedule will go into effect on the Prineville and Burns stage line May 1, which will cut 24 hours off the time now taken to make the trip. The stage will leave Burns, Monday, Wednesday and Friday, at 5 o'clock a. m., and arrive in Prineville by 7 o'clock p. m. the following day. A stage for Burns will also leave Prineville at the same time. This schedule will remain in force until November 1, when the roads begin to get heavy and a longer time is necessary to the trip. The question of better and quicker transportation facilities for interior points is a matter receiving the attention of the Lewis and Clark exposition management of Portland, and it is largely due to their efforts that the government sanctioned a change in the schedule. A few hours cut off the time between here and Ontario would also meet the hearty approval of our people.—Harney County News.